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Cohen Stuart, J.H.

Title:

Holland on the seas

Place:

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Date:

[1915?]

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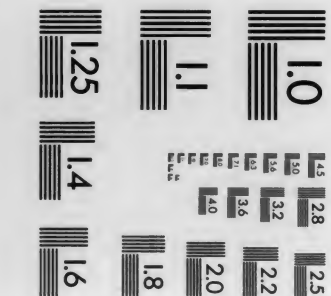
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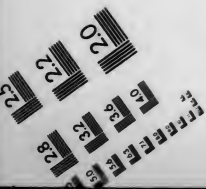
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HOLLAND ON THE SEAS.

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STUART, LATE MANAGER IN AUSTRALIA FOR THE
"KONINKLIJKE PAKETVAART MAATSCHAPPIJ".

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AIRMAIL
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BY

J. H. COHEN STUART,

*Late Manager in Australia for the "Koninklijke
Paketaart Maatschappij".*

NOV 1 1945 PCR

I. HISTORICAL REVIEW.

FACING the North Sea on two sides, and controlling the estuaries of all the great rivers of North Western Europe — Rhine, Meuse and Scheldt — it would be strange if the Hollanders had ever been anything else but a seafaring nation. It has almost become a tradition to speak of Holland as a country whose very existence is a conquest of human energy and intellect upon the elementary force of water. And it would indeed be difficult to say which has been the Dutchman's ¹⁾ greater achievement: to have secured the land on which he lives from the encroachments of sea and rivers — or to have utilised those very waters as a means of creating trade, wealth and prosperity.

However this may be — there is no country (with the possible exception of Great Britain) whose history is so closely bound up with the sea as Holland, and whose citizens have been so renowned throughout the ages for their skill as shipbuilders, navigators, and hydrotechnical engineers.

¹⁾ The author is aware of the American custom to apply the names "Dutch" and "Dutchmen" to Germans. The fact that the latter call themselves "Deutsche" no doubt accounts for this custom. This is not, however, in accordance with the historical origin of the English name, which has never applied to any other nation but the inhabitants of the Netherlands or their descendants (like the Boers in South Africa). In order to avoid all misunderstanding the words Netherlands and Netherlanders or Hollanders have been used as far as possible.

**Holland's
Early Sea Power.**

In these days of worldwide commerce and international rivalry when there is hardly a nation without its own mercantile marine — or at least the ambition to possess one — it is difficult to realise that the time is not so very far distant when little Holland all but monopolised the sea-carrying trade of Europe — if not of the world. Its exceptional geographical situation and the enterprise of its merchants made Holland, and especially Amsterdam, a natural centre of trade and industry long before the remainder of Europe had emerged from mediaeval darkness and primitive economical life. And although other nations have since arisen and developed into powerful Empires, they have been unable to rob Holland of its natural advantages, nor the Hollanders of their enterprise and skill as merchants and navigators.

The days are past when it could be Holland's proud boast that "the keys of the Sont were kept in Amsterdam" (indicating that this country with its powerful navy, controlled the Baltic and its approaches); — or when Admiral Tromp could hoist a broom on his mast, to indicate that he had swept the sea clean of enemies. But a nation with traditions like these will never fail — to use the words of the Queen-Mother of the Netherlands — "to be great in all such things in which even a small nation can be great."

**Holland's
mighty Fleets.**

Reports or diaries written about the beginning or middle of the seventeenth century by travellers or foreign ambassadors at The Hague, concur in their admiration and surprise at the sight of the great "forests of masts" in the port of Amsterdam. But not only Amsterdam — many of the now, alas "Dead cities" of the Netherlands, and especially those around the Zuyder Zee, were then ports of great importance, whence enterprising owners despatched their fleets to all ports of the Baltic and North Seas, to the Mediterranean and the Levant, and even farther afield, across the Atlantic or to Africa and the East Indies, China and Japan.

Sir WALTER RALEIGH, English ambassador in the Netherlands, reported about 1600, that the English had no more than 300 vessels in the Baltic trade, against the Hollanders 3000, while the latter had 2000 more in other trades. Altogether, the Hollanders owned as many ships as eleven European nations combined — Great Britain included. COLBERT, the famous French statesman, wrote 50 years later: "The sea trade of Europe is carried by 25000 ships. Of these, 14000 or 15000 belong to Holland, and only 600 to France."



Amsterdam about 1670.

**Hollanders as
Bees of the World.**

Another observer compared the Netherlands with the bees, because they drew their wealth from all parts of the globe, like the bees suck honey from the flowers in the field. And a French traveller wrote of Amsterdam: "As many as three or four thousand vessels may be found lying in port on one and the same day. Twice a year, fleets of from four to five hundred ships each arrive, laden partly with corn from Dantzic, partly with wine and salt from France and Spain. Other fleets arrive from time to time from the Indies and other newly discovered countries, filled with spices and all kinds of precious goods."

From Amsterdam, these goods and products were distributed all over Northern and Central Europe.

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Eighty Years' War.

It must be remembered that all this trade sprang up while Holland was at war — the famous "Eighty Years' War" — from which it emerged, victorious and free, in 1648. What is more: this trade had, to a large extent, been wrested from the hands of the enemies (Spaniards and Portuguese), for many years previously the undisputed masters of the far Eastern and Western seas. The Netherlands merchants used to obtain all Eastern products in Lisbon from the Portuguese, but when, by order of King Philips II of Spain, this market was closed to them, they at once set out to discover for themselves the trade routes to the Far East and other distant parts of the globe.

Dutch East India Company.

The (Dutch) East India Company, founded in 1601, embodied all this oversea enterprise, and soon spread its "factories" or agencies all over the East: — India, Persia, Ceylon, Siam, Japan, the East Indies. Other Companies directed their energies towards Brazil and the West-Indies. And so, all through the seventeenth and the first half of the eighteenth centuries, we find the intrepid Dutch sailors exploring the oceans, discovering new countries, founding settlements, and carrying their tricolor to the remotest corners of the earth ¹⁾. Indeed, the map of the world is dotted with names reminding us of the achievements of these early Netherlands navigators, whose merits are in no way lessened by the fact that their object was trade rather than scientific research.

Early Sea Voyages and Discoveries.

After a fruitless attempt in 1595/96 to find a new and shorter route to the East through the Arctic Ocean (of which the name "Barentsz Sea" is a lasting memento), the first Dutch trading ships reached Java via

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the Cape of Good Hope in 1600. Batavia — to this day the capital of the Netherlands possessions in the East — was founded in 1619. About the same time, in 1607, HUDSON, commanding the Dutch ship "Halve Maen" (i. e. Half Moon) discovered the river that still bears his name, and, seven years later, New Amsterdam (now New York) was founded on its banks. Formosa became a Netherlands possession in 1624. A large portion of Brazil was captured from the Portuguese in 1630. So was Ceylon, in 1658. JAN VAN RIEBEECK,



PAST —
"De Halve Maen".

(An exact replica of Hudson's ship: now lying in Hudson River, Palisade Park, New-York).

a servant of the Netherlands East India Company, was the founder of Cape Colony in 1652. Dutch navigators discovered and named the fifth continent, New Holland (now Australia) about 1607. TASMAN's famous circumnavigation of this "great Southland" and his discoveries of Van Diemen's Land (Tasmania) and New Zealand took place in 1642-44. Cape Horn, Strait Lemaire, Mauritius, are a few more names of Dutch origin.

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**Holland —
Cradle of Maritime
Science.**

It will be remembered that, on the occasion of the Hudson celebrations in 1907, the City of Amsterdam presented the City of New York with an exact replica of the "Half Moon", which headed the international naval procession on the Hudson River. Many who witnessed the impressive spectacle, and saw this tiny cockle-shell side by side of the huge transatlantic liners, must have stood amazed at the enterprise of men who, three hundred years ago, dared to cross and explore the Oceans in such vessels — with imperfect charts and instruments, and often without any charts at all.

It may be imagined with what keen interest such men were received on their return home, and how eagerly their published narratives were bought and read by all seeking information about the then unknown parts of the world. The ships' journals, sailing directions, books of travel and charts published in the Netherlands during the seventeenth and eighteenth centuries were wonderful productions in every way, but it is particularly interesting to compare the earlier with the later publications, and to note the gradual progress in scientific thoroughness, due to the invention or perfection of maritime instruments, or to improved methods of observation or research.

As a matter of fact, Holland in those days was something like the world's school in maritime (as well as many other) matters and attracted distinguished students from all parts of Europe. It is well known how PETER THE GREAT, Tsar of Russia, came to Amsterdam to learn the carpentering and shipbuilding trade, and afterwards invited a number of Dutch shipwrights and naval men to Russia to build and man the first Russian war-ships. The first Russian Admiral was a Hollander. Even today the Russian maritime language is full of Netherlands words and names ¹⁾.

¹⁾ As an interesting sequel, it may be mentioned that, one hundred and fifty years later, in 1857, Netherlands laid the foundation of the Japanese Navy. The Government of the Netherlands presented the Mikado with a steamship which became the first Japanese man-of-war. Netherlands naval officers and engineers instructed Japan's first naval cadets, several of whom have lived to play a prominent part in the Russo-Japanese War.

**English and French
Competition.**

The marvellous rise of the Dutch Republic, the proverbial and increasing prosperity of its citizens, and the rapid growth of Amsterdam as the commercial "hub of the world" naturally aroused not only the admiration, but also the envy of the older Powers of Europe, and especially England and France.

It was left to CROMWELL to deal the first blow to Holland's maritime power by means of the Navigation act (1651),



— and PRESENT.
The "Statendam" (32500 tons) of the *Holland-America Line*.

stipulating that no goods might be imported into Great Britain except by British vessels or by ships owned in the country whence the goods came. As Holland was practically the only shipowning country of importance outside England, the Act at once excluded a large portion of the Netherlands merchant fleet from the lucrative British trade, while at the same time it stimulated British enterprise and British shipbuilding. Similar measures were taken by France to foster her national mercantile marine.

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Anglo-Dutch Wars.

The (first) Anglo-Dutch war which followed in 1652, was a direct result of CROMWELL's hostile policy, and the beginning of that keen struggle for sea power which lasted for over a hundred yaers. Those were the days of TROMP and DE RUYTER, and other famous heroes of the sea, whose memory will always live, and whose names will for ever remain the pride of the Netherlands nation.

Within twenty years, there were no less than three wars with England, but neither of these proved decisive. The



Dining Saloon s.s. "Prins der Nederlanden" (Nederland Line).

second war (1665—1667) ended with DE RUYTER's famous raid on the Thames, and during the third (1672—1674) the Netherlands remained victorious in practically every engagement, sometimes against heavy odds.

The decline of Holland as a sea power is supposed to have set in about the beginning of the eighteenth century, though

her oversea trade, especially to and in the Far East, remained considerable. GROSE, an English traveller, writing in 1770, stated that "the power of the Dutch by land and by sea is very great in the East Indies, where by force, address and alliances, they raised themselves, and still support a great superiority, in spite of the English, Portuguese and other Europeans, that have some trade there, but so inconsiderable that, all together, it is not equal to what the Hollanders singly enjoy." He then enumerated no less than sixty-five settlements of the Dutch East India Company throughout the East, all supported by numerous troops and ships.

Holland and American Independence.

Unfortunately, the Netherlands thought more of their trade than of the means to protect it. They allowed their navy to fall far behind the English, with fatal results to themselves. When the American War of Independence broke out, it soon involved not only France, but also the Dutch Republic, whose democratic sympathies led to popular demonstrations in favor of the "rebellious colonists" in the New World. The Governor of the Dutch island of St. Eustatius, in the West Indies, allowed an American warship to capture an English merchantman in Netherlands territorial waters, and even ordered a salute to be fired for the American colors. When PAUL JONES, the famous privateer, arrived in a Netherlands port with two English prizes, he was warmly received and cheered by the population, while the Government refused to comply with the British ambassador's demand to have the "rebel" arrested. Other incidents increased the irritation in England, and so, in 1780, the fourth war between the two countries broke out.

Decline of Dutch Republic.

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The war with England lasted four years, and its effects were disastrous for Holland. Hundreds of her merchant ships were captured or destroyed, several of her colonies taken, and her trade and shipping generally paralysed. When peace came, the country was in a deplorable condition, and before it had time to recover, the French Revolution followed, and, with it, the general upheaval of Europe.

Under French auspices, the "Batavian Republic" replaced in 1795 the old Dutch Republic, and, as France was at war with Great Britain, the Netherlands too became involved.

Napoleon's Continental System. It is hardly necessary to pursue Holland's fate throughout the "Napoleonic era" — suffice it to say that during this period she lost every one of her colonies and practically the whole of her mercantile marine. The most fatal blow of all was dealt to her sea trade through the so called "Continental System", by means of which NAPOLEON hoped to break England's sea power. It was nothing more nor less than a gigantic boycott declared against all English trade all over the continent of Europe, but its effect was merely to stimulate British trade with other parts of the world, thereby laying the foundations for the British World Empire of today.

Holland's Revival. When, after nearly twenty years of war and oppression, Holland regained her independence and became the Kingdom of the Netherlands, there was a big task awaiting the nation. Ruined financially, exhausted in every sense of the word, her oversea trade, her ships and nearly all her colonies gone, the immediate prospects seemed far from bright. Fortunately, the East Indies had been restored to her, and, amidst a general revival of enterprise and energy, no time was lost in re-organising the Eastern trade.

With this object in view, the *Netherlands Trading Society* was established in 1824, with the personal support and

Netherlands Trading Society.

financial participation of King WILLIAM, who evinced the keenest interest in the country's economical needs. This Company was intended to carry on the traditions of the defunct East India Company and, generally, to foster the trade, shipping, industries, and fisheries of the Netherlands. The Government entrusted the Company with the shipment and sale of East Indian pro-



s.s. "Insulinde" (Rotterdam Lloyd)

ducts, upon condition that only Netherlands ships should be employed in this trade. This, and the lucrative freights guaranteed by the Government led to a speedy revival of the shipbuilding industry, which was further stimulated by a system of premiums and bounties.

Holland reaches fourth place in World's Sailing Fleets.

These protective measures were undoubtedly helpful in creating a mercantile fleet that compared favorably with those of other countries, and by 1860 Holland had reached the fourth place amongst the

The war with England lasted four years, and its effects were disastrous for Holland. Hundreds of her merchant ships were captured or destroyed, several of her colonies taken, and her trade and shipping generally paralysed. When peace came, the country was in a deplorable condition, and before it had time to recover, the French Revolution followed, and, with it, the general upheaval of Europe.

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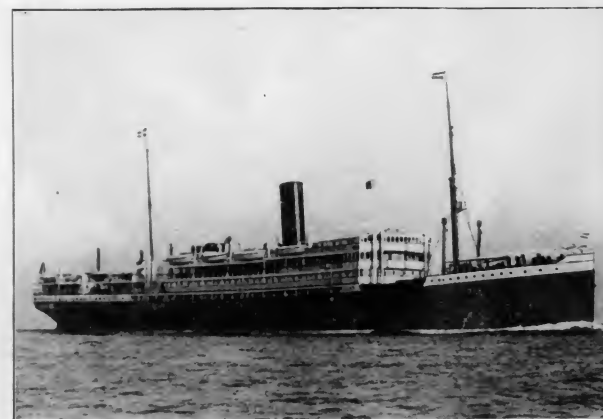
Napoleon's Continental System. It is hardly necessary to pursue Holland's fate throughout the "Napoleonic era" — suffice it to say that during this period she lost every one of her colonies and practically the whole of her mercantile marine. The most fatal blow of all was dealt to her sea trade through the so called "Continental System", by means of which NAPOLEON hoped to break England's sea power. It was nothing more nor less than a gigantic boycott declared against all English trade all over the continent of Europe, but its effect was merely to stimulate British trade with other parts of the world, thereby laying the foundations for the British World Empire of today.

Holland's Revival. When, after nearly twenty years of war and oppression, Holland regained her independence and became the Kingdom of the Netherlands, there was a big task awaiting the nation. Ruined financially, exhausted in every sense of the word, her oversea trade, her ships and nearly all her colonies gone, the immediate prospects seemed far from bright. Fortunately, the East Indies had been restored to her, and, amidst a general revival of enterprise and energy, no time was lost in re-organising the Eastern trade.

With this object in view, the *Netherlands Trading Society* was established in 1824, with the personal support and

Netherlands Trading Society.

financial participation of King WILLIAM, who evinced the keenest interest in the country's economical needs. This Company was intended to carry on the traditions of the defunct East India Company and, generally, to foster the trade, shipping, industries, and fisheries of the Netherlands. The Government entrusted the Company with the shipment and sale of East Indian pro-



s.s. "Insulinde" (Rotterdam Lloyd)

ducts, upon condition that only Netherlands ships should be employed in this trade. This, and the lucrative freights guaranteed by the Government led to a speedy revival of the shipbuilding industry, which was further stimulated by a system of premiums and bounties.

Holland reaches fourth place in World's Sailing Fleets.

These protective measures were undoubtedly helpful in creating a mercantile fleet that compared favorably with those of other countries, and by 1860 Holland had reached the fourth place amongst the

shipping nations of the world — only Great Britain, the United States and France being ahead of her in tonnage owned. But altering conditions — more especially the introduction of steamships and the opening of the Suez Canal in 1869 — caused a gradual decline of the world's sailing fleets, and Holland was no exception.

Only in a few trades, like the Australian and South American (more particularly in the Chilean saltpetre trade) Netherlands sailing ships held their own for a number of years. They were, however, gradually sold off to foreigners, chiefly Norwegians, until, in 1911, the last Dutch sailing vessel of the larger type was disposed of in this way.

The following summarises the history of the Netherlands sailing fleet since 1860: —

Year.	Frigates.	Barques.	Brigs.	Schooners.	Smaller Ships *).	Total.
1860	133	375	105	No Particulars available		1985
1870	121	217	114	423	649	1434
1880	62	170	87	274	334	927
1890	12	122	27	109	288	458
1900	11	31	4	57	274	377
1910	1	3	—	60	388	452
1913	—	—	—	41	386	427

*) Over 100 tons gross only.



Holland Steamship Co's Fleet and Wharves Amsterdam.

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II. RISE OF MODERN SHIPPING COMPANIES.

The new era in the history of shipping which set in about the middle of last century with the change from sail-to steam-power, coincided with a wave of liberalism and "freetraderism" over a great part of Europe, and

Freetrade versus Protection. the Netherlands were one of the first countries to adopt this tendency.

Without entering into any controversy upon a matter which will never cease to be a very debatable one, it may be said that this change of policy in the 'fifties led to an increase in the general trade and prosperity of the Netherlands, so that the results were in many respects beneficial. On the other hand it must be admitted that some industries, and more particularly the shipbuilding industry, suffered, as shipowners generally did not feel inclined to embark upon any fresh enterprise until the effects of the new free trade policy became more visible. In this way the rise of steamship companies in the Netherlands may have been somewhat retarded.

Ports and waterways.

There were, however, other causes which, for a considerable time, hampered the free development of the Netherlands mercantile marine. One of these causes was the unsatisfactory condition of the great ports of the Netherlands — more especially Amsterdam and Rotterdam — and the approaches to these ports.

Both were so situated, that they had no direct and easy access to the open Ocean, which perhaps was no serious drawback in the old sailing days but which became a serious obstacle in the more strenuous days of the steamship, especially with such formidable rivals as Hamburg, Bremen and Antwerp to contend with.



Shipping on River Meuse, Rotterdam.

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The „New Waterway” (being Rotterdam's „short cut” to the North Sea via Hook of Holland) was completed in 1872, and four years later the North Sea Canal gave Amsterdam direct access to the sea via IJmuiden. Both were engineering works of great magnitude, and demonstrated once more the proverbial skill of Holland's hydrotechnical engineers.

Amsterdam and Rotterdam. It is interesting to compare the historical development of Holland's two principal ports, and the part they play in the world's trade to-day.

Amsterdam, once Europe's greatest trade emporium, has lost much of its former importance as a market for many products which now find their way direct to other Continental and British ports. It still remains, however, one of the most important markets for Eastern products, while it is also the seat of several of the leading Netherlands steamship companies.

Rotterdam is, compared with Amsterdam, a very young port. In fact, it was not until the completion of the New Waterway that Rotterdam became a serious rival of Amsterdam. Since then it advanced by leaps and bounds and to-day its annual clearings not only far surpass those of Amsterdam, but even Antwerp has fallen behind, so that Hamburg is the only port on the Continent whose annual shipping traffic exceeds that of Rotterdam ¹⁾. From the subjoined comparative statement it will be seen that during the last 23 years, Rotterdam's aggregate clearings have increased nearly fivefold, as against Hamburg and Antwerp less than threefold.

The main difference between Amsterdam and Rotterdam, and the principal cause of Rotterdam's predominance lies in the fact that Rotterdam forms the natural entrance to, and outlet from the German „Hinterland,” with which it is connected by the greatest of Europe's rivers: the Rhine. Amsterdam is not so favorably situated in this respect, though it is

¹⁾ These statements refer, of course, to the position prior to the outbreak of the present war.

PRINCIPAL CONTINENTAL PORTS COMPARED:
Annual Tonnage, Entered and Cleared.

PORTS.	1890.				1900.				1910.				1913.			
	Entered.		Cleared.		Entered.		Cleared.		Entered.		Cleared.		Entered.		Cleared.	
	Number	Tonnage.	Number	Tonnage.	Number	Tonnage.	Number	Tonnage.	Number	Tonnage.	Number	Tonnage.	Number	Tonnage.	Number	Tonnage.
Rotterdam . .	4,476	2,863,064	4,516	2,891,121	6,739	5,070,395	6,508	5,762,967	8,219	9,237,371	9,522	11,001,754	9,706	12,314,777	9,945	12,218,226
Amsterdam .	1,593	1,014,400	1,664	1,053,681	1,900	1,459,736	1,946	1,511,926	2,016	2,016,140	1,906	1,961,965	2,237	2,108,071	2,156	2,392,954
Hamburg . .	6,978	4,815,327	6,040	3,831,535	9,774	7,948,630	9,546	5,551,773	12,582	11,573,292	12,785	8,776,788	14,054	13,141,362	13,745	10,924,437
Bremen . . .	1,055	163,474	745	122,062	3,553	2,353,300	3,207	1,886,888	5,576	4,123,938	5,804	4,157,496	6,323	5,251,267	6,394	5,205,521
Antwerp . . .	4,532	4,517,696	4,540	3,842,500	5,244	6,031,791	5,249	5,673,817	6,770	10,756,030	6,781	10,769,236	7,056	12,034,796	7,071	12,029,057

served by a splendid system of canals communicating with the Rhine and the Meuse.

Until recent years, Rotterdam had to depend almost exclusively on foreign steamship lines for its oversea connections, but lately the number of local shipowners has increased very considerably.

SUMMARY OF NETHERLANDS STEAMSHIP OWNERSHIPS.

(Vessels in commission or building on Jan. 1st 1915).

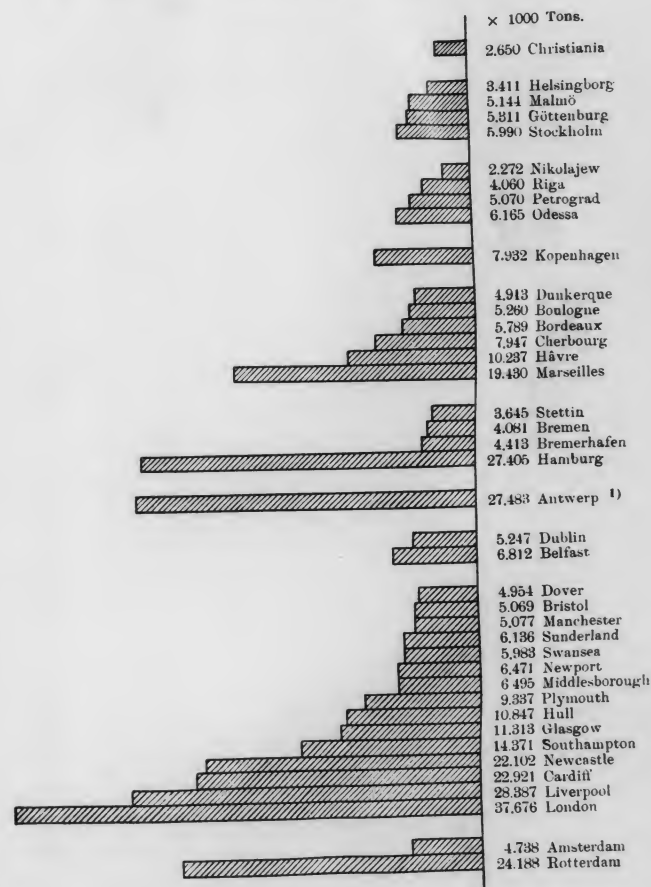
Owneries, where established.	Regular Lines.			General Shipping.		
	Number of owneries.	Number of ships.	Gross tonnage.	Number of owneries.	Number of ships.	Gross tonnage.
Amsterdam	6 2*	133 104	545,408 221,128	3	28	34,873
Rotterdam	9	74	454,564	22	113	311,651
Other Ports	4	10	16,905	5	34	54,950
Total	21	321	1,238,005	30	175	401,474

* Royal Packet Nav. Co. and Java-China-Japan-Line, having their nominal Head office in Amsterdam, though their fleets operate in the East only.

The first company to start liners under the Netherlands flag was the **The first steamship Companies.** "Batavier" Line from Rotterdam to London (1823), which still exists. Next came, in 1856, the *Koninklijke Nederlandsche Stoomboot Maatschappij* (or Royal Netherlands Steamship Co.) of Amsterdam, for the Baltic, Spanish and Mediterranean trades — still one of Holland's principal owneries.

But it was not until 1870 that, following upon the improvement of the ports of Amsterdam and Rotterdam, and the opening of the Suez Canal, a more considerable development

Europe's Principal Ports: Annual shipping compared.



¹⁾ Owing to a different system of registration prevailing in Antwerp, this figure is subject to a reduction of about 16 per cent for purposes of comparison with the other ports.

of the Netherlands steamship fleet began. That year saw the birth of two companies which have ever since remained in the van of Netherlands shipping enterprise.

One was the *Holland-America Line*, of Rotterdam — so well known in the United States — and the other the "*Nederland*" *Steam Navigation Co.* of Amsterdam, which like her later rival, the *Rotterdam Lloyd*, established at Rotterdam in 1883, had the Netherlands East Indies, and more particularly Java, for its object.

The Holland-America Line (or, to give it its full name, the *Nederlandsch Amerikaansche Stoomvaart Maatschappij*, hence also called N A S M) had a modest beginning: its fleet consisted originally of two steamers, with which a regular service to New York was started. To-day the Company has spread a network of such services all over the Atlantic — to all parts of the States, to Canada, Mexico, and Cuba, while a new line through the Panama Canal to San Francisco, is about to be established.

Netherlands East Indies and Panama Canal.

The opening of the Panama Canal means, in many respects, the opening of the Pacific, and of all countries situated in or around it. A glance at the map will suffice to make one apprehend the immense possibilities of new trade routes, new connections and new markets across this wide ocean. The Netherlands East Indies, with their teeming millions, untold riches and wealth of soil, are bound to play an important part in the future of the Pacific, and the position of Netherlands shipping in those waters may, therefore, be of interest to the American reader.

Netherlands Flag in the East.

The "Nederland" Company and the Rotterdam Lloyd form the visible link binding the Netherlands to their Eastern possessions. They maintain a regular weekly mail service — each Company providing a fortnightly sailing — by means of a magnificent fleet of

20



Port of Curacao with steamers of Royal Dutch West India Mail Co.

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mail-steamers, in addition to which they employ a large number of fine and up to date cargo-vessels.

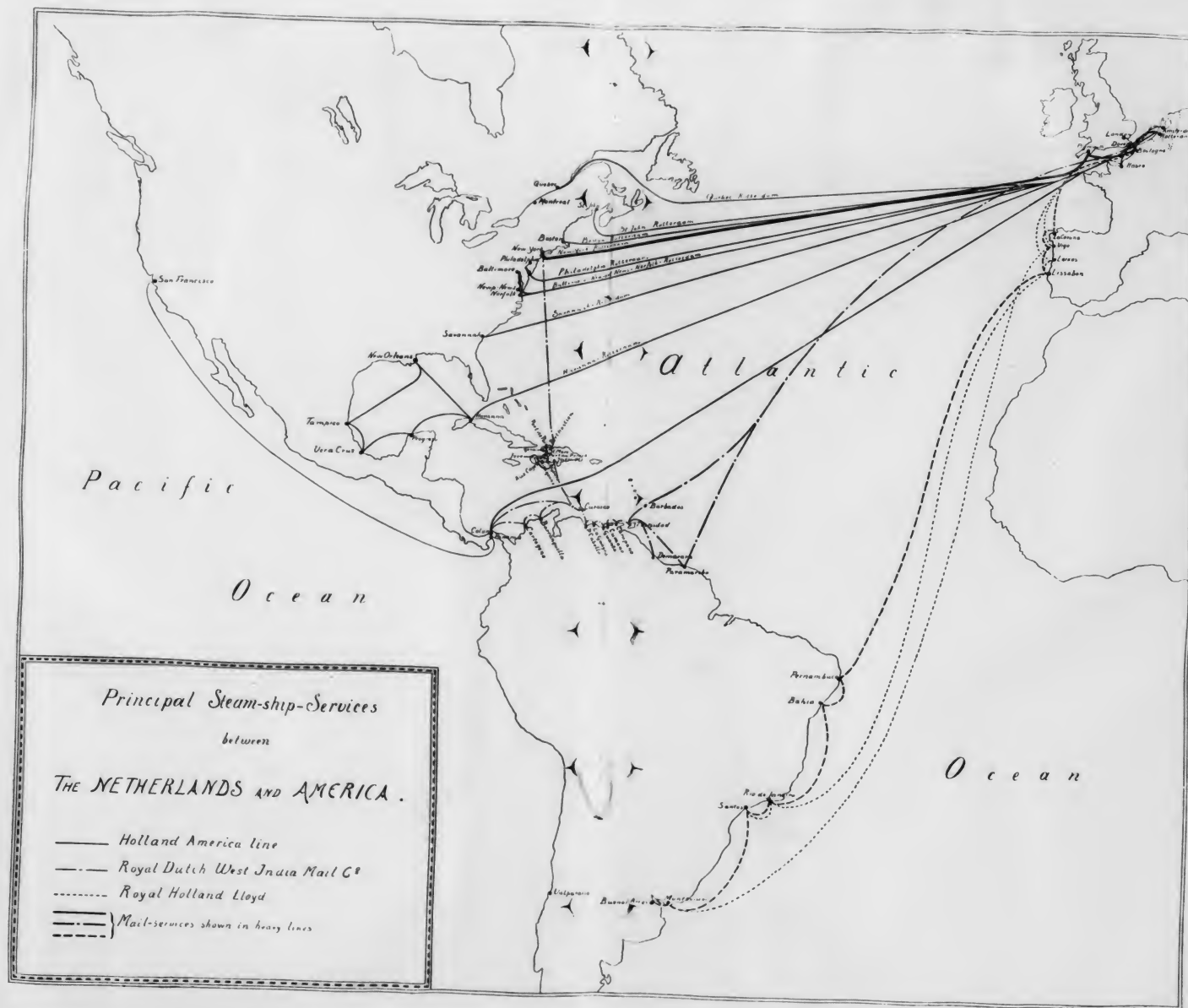
The two Companies have been instrumental in bringing about a remarkable revival of Netherlands shipping in the Far East during the last twenty five years — either under their own house-flags, or by establishing new companies and steamship-lines spreading out in all directions.

First and foremost, they founded the *Koninklijke Paketvaart Maatschappij* (or Royal Packet Navigation Company) in 1891, with the object of creating a system of regular services inter-connecting all the principal islands of the Netherlands East Indies and serving as feeders for the parent mail-lines. Eleven years later, the three Companies combined to found the *Java-China-Japan Line* to provide a regular connection between the Netherlands East Indies and the Far East. Again four years later, a cargo service was established from Java to Rangoon and Calcutta, under the name of *Java-Bengal Line*, while in 1908 the "Royal Packet" inaugurated a *Java-Australia Line* (for passengers and cargo), soon followed by a *Java-Siam Line*. More recently, the Rotterdam Lloyd and "Nederland" Lines have established a joint cargo service from Java to New-York via the Suez Canal, returning via the Cape of Good Hope.

Holland's Share in Suez Canal Traffic.

As an illustration of the important share borne by Netherlands shipping companies in the Eastern trade, the following figures may serve, showing the annual tonnage passing through the Suez Canal:

Nationality of Shipping	1910		1911		1912		1913	
	Number	Gross Tonnage	Number	Gross Tonnage	Number	Gross Tonnage	Number	Gross Tonnage
Total Traffic	4533	23,054,901	4069	25,417,853	5373	28,008,945	5085	27,737,180
Great Britain	2778	14,363,539	3089	16,104,574	3435	17,611,216	2951	16,537,505
Germany	635	3,620,026	667	3,924,639	698	4,241,001	778	4,694,350
Netherlands	259	1,196,233	284	1,357,143	343	1,718,071	342	1,786,747
France	240	1,249,704	232	1,252,933	221	1,193,181	256	1,401,543



It will be noticed that since 1911 the Netherlands flag has pushed the French flag from the third place, both as regards number and total tonnage of vessels.

The oversea possessions restored to Holland in 1813 included not only those in the Eastern Archipelago but also some (not all) of those she formerly owned in the West, viz. Surinam or Netherlands Guyana, and a number of islands such as Curaçao, Saba, Bonaire, St. Eustatius, better known as the Netherlands West Indies. The opening of the Panama Canal will no doubt have a favorable effect on the future development of these colonies, and Curaçao especially is bound to become an even more important coaling and transshipping station than it already is, thanks to its admirable geographical situation and natural advantages. Important harbor improvements are being carried out by the Government in anticipation of this increase of trade.

In order to bring these valuable colonies into closer contact with the Mother Country, the *Koninklijke West-Indische Maildienst* (Royal Dutch West India Mail Company) was established in 1882. The Company maintains a regular service between Amsterdam, Paramaribo and Curaçao via other West Indian ports and New York, while a new service to Colon will be opened in the course of this year (1915).

Another Company, named *South-America Line* was founded at Amsterdam in 1900, and commenced a monthly cargo-service to Brazil and the Argentine. After a somewhat chequered career, this company was reconstructed in 1906 and renamed *Koninklijke Hollandsche Lloyd* (Royal Holland Lloyd) since when it has considerably enlarged and improved its fleet, and extended its passenger- and cargo-services.

Other Companies and Trades.

The Companies mentioned so far are only some of the more important regular steamship lines established in the Netherlands during the last fifty years. There are, however, several others, such as the *Hollandsche*

Stoomboot Maatschappij (Holland Steamship Company) trading between Amsterdam and various English and Scottish ports, the "*Zeeland*" Line (daily mail- and passenger-service between Flushing and Queensboro'—London), and a number of smaller owneries trading regularly to British, French, German and Spanish ports.

Apart altogether from these regular lines, there is a considerable fleet of general cargo-carriers or "tramps", owned by some thirty different companies in Amsterdam and Rotterdam, particulars of which will be given later on, but which may be summarised as follows:—

Two of these owneries restrict themselves solely to the carriage of oil in bulk (tank-steamers) Two others carry only coal. Two other Companies, again, being interested in mines, employ vessels specially adapted for the carriage of ores. Another Company owns both colliers and ore-carriers. Five owneries are engaged in the American, European and Eastern trades. The remainder (18 owneries) are chiefly connected with the timber trade.

Holland's Mercantile Fleet To-day. The growth of Holland's *steamship* fleet during the last fifty years is shown by the following figures:

	1860	1870	1880	1890	1900	1910	1914
Number of steamers.	34	60	108	164	224	347	700
Total Tonnage.	14,099	27,911	117,255	220,014	365,945	607,822	1,471,710

Comparing the increase in tonnage (*steam and sail*) under the Netherlands flag since 1900 with that of the world's tonnage for the same period, according to Lloyd's Register, we arrive at the following interesting result:

	1900	1914	Increase
World's Tonnage	29,044,000	49,090,000	69 %
Netherlands "	530,000	1,496,000	182 %

Relatively speaking, therefore, Holland has within the last fourteen years increased its mercantile fleet almost thrice as rapidly as the rest of the world.

Merchant Marines of all Nations compared.

If we want to compare Holland's mercantile marine with that of other nations we can do so absolutely and relatively. That is, we can compare the tonnage of the fleets owned by the respective nations *as a whole* — but we can also compare the average tonnage owned *per head of population*. Both methods have been applied in the following table, which includes *sea-going* ships (steam and sail) over 100 tons only, and otherwise speaks for itself:

Nations	Total Tonnage owned 1914	Increase since 1900 Per Cent	Average Tonnage per 1000 Head of Pop.	Relative Importance
1 Great Britain .	21,045,049	47	342	2
2 Germany . . .	5,459,296	109	84	7
3 United States .	2,970,284	46	32	10
4 Norway . . .	2,504,722	58	1047	1
5 France	2,319,438	64	58	8
6 Japan	1,708,386	197	32	10
7 Italy	1,668,296	69	48	9
8 Netherlands . .	1,496,455	182	244	4
9 Sweden. . . .	1,118,086	75	199	5
10 Austria. . . .	1,055,719	154	20	11
11 Russia	1,053,818	46	8	12
12 Greece	836,868	241	185	6
13 Denmark . . .	820,181	58	295	3

It will be seen that, while Holland stands eighth on the list according to total tonnage, it attains the fourth place in average tonnage owned per 1000 head of population.

A Hundred Million Dollars A float.

Although it would be extremely difficult to express in exact figures the aggregate value of Holland's shipping interests, some idea of it may be formed from the fact that the capital invested in Netherlands shipping companies is estimated to-day at no less than one hundred million dollars — surely a magnificent property

to own for a small country like the Netherlands. Yet this only represents the capital *directly* invested in the shipping business. In addition, there are vast capitals employed in undertakings closely connected with it — such as shipbuilding yards, docks and repairing yards etc.

Shipbuilding in the Netherlands.

Out of 806 vessels constituting the Netherlands sea-going mercantile marine today, about two thirds have been built at home, the remainder having been constructed abroad (chiefly in the United Kingdom). The fact that so many vessels have been ordered abroad in the past does not by any means imply that the Netherlands yards — which enjoy no protection whatever either by legislation or customs tariffs — cannot compete with the British. On the contrary, it is a well known and admitted fact that there are no better ships built anywhere than in the Netherlands, and at no higher cost than elsewhere. The truth is, that the building capacity of the Netherlands yards has fallen seriously behind the requirements of the national shipping companies, whose continued prosperity during the last decade led to an unprecedented expansion of their fleets, and forced them to go abroad for the tonnage which the Netherlands yards could not supply. There is no doubt, however, but that the shipbuilding industry in the Netherlands will soon adapt itself to this increased demand, and on all sides the yards are being extended or new yards established.

**Oversea Towage :
A Netherlands
Speciality.**

Among the many and varied maritime activities of the Netherlands there is one in which they unquestionably hold the palm. This is oversea towage — not, as it may appear at first sight, a very important branch of the shipping business, yet one requiring exceptional skill and seamanship. There is probably no other country where the art of towing has become such a necessary part of shipping as in Holland, with its numerous rivers and navigable canals. Yet this kind of towage is mere child's play compared

to oversea towage, which nearly always means towage, not of ordinary ships, but of dredges, floating docks and other equally unmanageable craft. The first job of this kind ever undertaken was the towage of a bucket-dredge from Holland to the Kaiser Wilhelm Canal, Germany. And a risky job it was considered, too. Today there are four companies in Holland who make oversea towage their special business, and who think nothing of towing docks, dredges, or any other floating object, however cumbersome and awkward its shape — from Holland to Java, Buenos Ayres, Chili, Durban, China — or any other part of the globe.



A 14000 ton floating dock on its way from Amsterdam to Java.

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NETHERLANDS STEAMSHIP OWNERS.

(As on 1st. Jan'y 1915).

A. REGULAR LINES.

	Name of ownery.	Number of ships.	Gross Tonnage.	
			In commiss.	Building.
1	Holland America Line	21 + 4	207,678	40,000
2	"Nederland" S. N. Co.	35 + 3	213,445	24,400
3	Rotterdam Lloyd	29 + 3	164,985	23,660
4	Royal Packet Nav. Co.	87 + 7	148,054	19,900
5	Royal Nederl. Steamship Co.	50	132,400	—
	Royal Dutch West India Mail	10 + 3	26,212	16,500
6	Royal Holland Lloyd	14	91,239	—
7	Java-China-Japan Line	9 + 1	45,174	8,000
8	"Zeeland" S. N. Co.	7	16,242	—
9	"Ocean" S. N. Co.	5	22,902	—
10	Holland Steamship Co.	11	16,452	—
11	Wm. H. Müller & Co's Batavier Line and General Ship- ping Co.	8	10,354	—
12	P. A. van Es & Co.	3 + 1	2,423	900
13	Holland Shipping Co.	2	1,857	—
14	Rotterdam-London S. N. Co.	1	847	—
15	Smith & Co. Ltd.	1	759	—
16	Shipping and Coal Co.	1	682	—
17	Havre Steamship Co.	1	642	—
18	Netherl. Cargo Shipping Co.	1	634	—
19	Groningen-Rotterdam S.N. Co.	1	284	—
20	Overijssel-English S. N. Co. .	1	200	—
21	Singkep Tin Co.	1	179	—
	Total	299 + 22	1,103,645	133,360

B. GENERAL SHIPPING.

	Name of ownery.	Number of ships.	Gross Tonnage.	
			In commiss.	Building
1	Neth. Indian Tank S.S. Co. . .	26	43,613	—
2	American Petroleum Co. . . .	8	27,070	—
3	Furness' Shipping Co.	14	46,555	—
4	Van Nievelt, Goudriaan & Co.	10 + 5	27,536	17,750
5	{Shipping and Coal Co.}	13 + 4	21,063	4,750
	{Netherlands Lloyd}			
6	"Triton" S. N. Co.	8	24,932	—
7	"Oostzee" S. N. Co.	10 + 1	17,772	3,000
8	Wm. H. Muller & Co.	3	17,129	—
9	Phs. van Ommeren	8 + 1	17,544	3,500
10	Jos. de Poorter	5	7,230	—
11	Solleveld, van der Meer & van Hattum	8 + 2	14,065	7,000
12	"Bothnia" S. N. Co.	4	10,878	—
13	Erhardt & Dekkers	6	13,577	—
14	"Zeevaart" Company	3	10,340	—
15	"Tromp" S. N. Co.	4	8,451	—
16	Van Uden Bros.	3 + 2	7,777	7,000
17	A. C. Lensen	5	9,915	—
18	"Sophie H" S. N. Co.	1	2,930	—
19	P. W. Louwman	1	2,045	—
20	Timber Shipping Co.	4	5,038	—
21	Hudig & Pieterse	1	—	1,200
22	W. H. Berghuys	3	3,223	—
23	Oversea Cargo Shipping Co. .	2	800	—
24	Karl Schroers	1	1,870	—
25	Sea and River S.S. Co. . . .	1	1,779	—
26	"Vulcan" Co.	2	2,770	—
27	General Steam Nav. Co. (Wambersie & Son)	2 + 1	6,600	3,300
28	Northern Netherl. S.S. Co. . .	1	1,036	—
29	"Rensiena" S.S. Co.	1	236	—
30	"Gerrittina" S. S. Co.	1	150	—
	Total	158 + 17	353,974	47,500
	Grand Total	457 + 39	1,457,619	180,860
		496	1,638,479	33



s.s. "Tubantia" (Royal Holland Lloyd) lying at the wharf, Rio de Janeiro.

III. PRINCIPAL NETHERLANDS SHIPPING COMPANIES.

Holland-America Line Rotterdam. Established 1870/72. Weekly mail- and passenger-service between Rotterdam and New-York, calling at Boulogne s/Mer both ways, and also at Plymouth on the homeward voyage. (During the war, both ports of call are omitted).

In addition to this mail-service the company maintains a number of regular cargo-services between Holland and New-York, Boston, Philadelphia, Baltimore, New-port News and Norfolk, Savannah, Charleston, Cuba, Mexico, New Orleans, Quebec and Montreal.

NEW SERVICE TO SAN FRANCISCO.

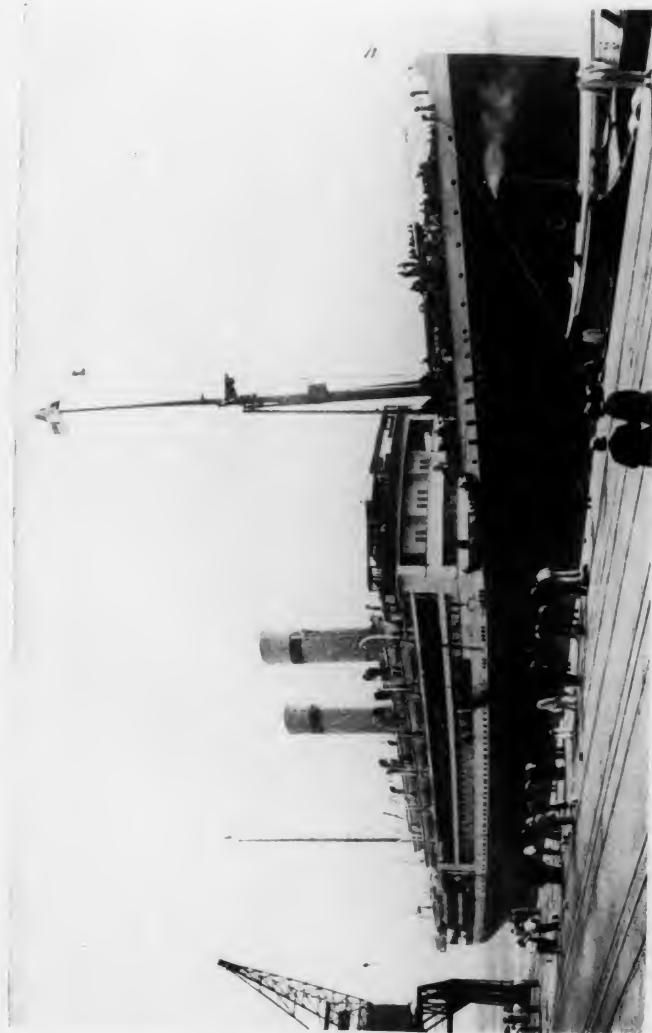
A new service will be opened in the course of this year from Rotterdam to San Francisco, Portland, Seattle and Vancouver, through the Panama Canal. The vessels to be employed in this service will have special accommodation for emigrants.

The Company's fleet consists at present of

6 mail steamers aggregating	113.378 tons.
15 cargo " "	94.300 "

Included amongst the former are the giants "Rotterdam" (24.000 tons, built in 1908) and "Statendam" (32.500 tons, built in 1915) which rank with the largest and most palatial vessels in the world. In addition to the above, there are building two passenger-steamers of 12.000 tons each for the new San Francisco service, and two cargo-vessels of 8.000 tons each.

"Nederland" S. N. Company Amsterdam. Established 1870. Fortnightly mail- and passenger-service between Amsterdam and Java through the Suez Canal, via Southampton, Lisbon, Tangier, Algiers, Genoa, Port Said, Suez, Colombo, Sabang (Sumatra) and Singapore. Also frequent cargo-services from Hamburg, Amsterdam, Antwerp and other



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continental ports, to the Dutch East Indies, and vice versa.

The Company's fleet (in commission and building) consists of

9 mail steamers aggregating	67.977 tons.
29 cargo " "	169.868 "

Established 1883.

**Rotterdam Lloyd
Rotterdam.**

Fortnightly mail and passenger-service between Rotterdam and Java, via Southampton (homeward only), Lisbon, Tangier, Marseilles, Naples, Port Said, Suez, Colombo and Padang (Sumatra). The Rotterdam Lloyd and "Nederland" lines have arranged alternate sailings, thus providing a regular weekly service, under contract with the Netherlands Government, whose mails and passengers they carry.



First Class Cabin, s.s. "Insulinde" (Rotterdam Lloyd).

The Company also maintains various cargo-services to and from Java and other parts of the Dutch East Indies.

Its fleet (including one mail- and two cargo-steamers building) consists of:

10 mail steamers aggregating	60.602 tons.
22 cargo " "	128.043 "



Music Saloon, s.s. "Prins der Nederlanden" (Nederland Line).

**Java-New-York
and Java-Bengal
Joint Services.**

The Rotterdam Lloyd and the "Nederland" line have recently started a direct cargo service from Java and Macassar (Celebes) to New York via the Suez Canal and Genoa or Marseilles, returning to Java via South Africa. Sailings will be monthly for the present. This service will no doubt assist considerably in developing trade between the United States and Holland's Eastern possessions.

Another, three-weekly cargo service, maintained jointly by the same two companies, has existed for some years past between Java, Rangoon and Calcutta, and succeeded in building up a considerable trade between British and Netherlands India.

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Royal Packet Navigation Company (Koninklijke Paketvaart Maatschappij) **Amsterdam-Batavia.** Established 1891. Though having its nominal seat and Board of Directors at Amsterdam, this Company restricts itself solely to the shipping trade in and around the Netherlands East Indies, where it has its head-quarters at Batavia. With its fleet of nearly 100 vessels, the Royal Packet Company (not to be confounded with its British namesake, the Royal Mail Steam Packet Co.) is undoubtedly one of the most important shipping companies in Eastern waters. It maintains some fifty regular mail, passenger- and cargo-services throughout the Netherlands East Indies (partly under contract with the Government), thereby interconnecting nearly three hundred ports and islands. The enormous importance of these services for the government and economical development of the Archipelago may be gauged from the fact that the mileage covered by the Company's steamers during 1913 was 2,534,832 miles (being 117 times the circumference of the earth), while the cargo and the number of passengers carried amounted to 1,861,468 tons and 663,378 passengers, respectively.

Of all Dutch shipping companies, there is none showing such a remarkable record of progress as this one, which trebled its fleet, and increased its business nearly eightfold in less than 25 years.

The following figures may serve to illustrate this:

Year.	Number of Vessels.	Gross Tonnage.	Cargo carried.	Passengers carried	Mileage.
1891	27	28,637	221,582	119,836	752,448
1913	96	164,529	1,868,468	663,378	2,534,832
Increase per cent.	255 %	475 %	743 %	456 %	237 %

Incidentally, these figures also illustrate the wonderful economical progress of the Netherlands East Indies during

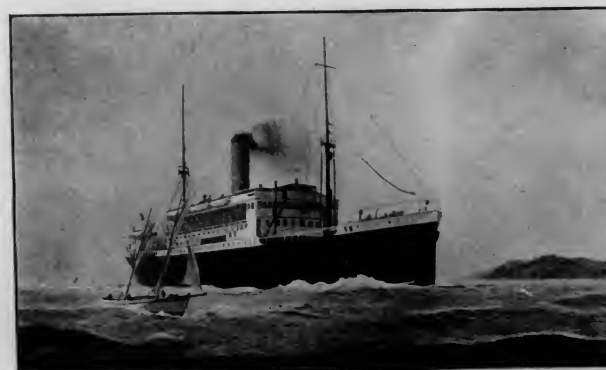
the last twenty five years, due to the strenuous development policy pursued by the Netherlands Government.

The Royal Packet Company's fleet is at present composed of the following:

63 mail- and passenger-steamers aggreg :	123,522 tons.
3 do. motor ships "	5,674 "
29 cargo-steamers and motor ships "	25,958 "

In addition to its numerous inter-island services, the Royal Packet Company **Java-Australia and Java-Siam Lines.** has, within the last few years, created regular lines between Java and Australia, via Torres Straits, and between Java and Bangkok (Siam).

The *Java-Australia Line*, established in 1908, has proved



s.s. "Houtman." (*Java-Australia Line*).

a valuable link in the chain of steamship lines connecting Java with the rest of the world, and especially with her neighbors in the Pacific. It has acted as a powerful lever in developing trade and passenger traffic between Australia and the Netherlands East Indies, and, with Java's growing popularity as a tourist resort, there is no doubt a great future before this Line.

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Paketaart Maatschappij)
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The new steamers "Tasman" and "Houtman", sisterships of 5,000 tons each, which were recently placed in the Company's Australian service, are magnificent vessels and by far the largest and fastest on this route. The regular ports of call are, after Java : Macassar, Port Darwin, Thursday Island, Brisbane, Sydney and Melbourne.

Special "Round the Pacific" tours have been arranged between this Line and the various transpacific Lines, enabling tourists to travel at reduced rates from San Francisco or Vancouver to Sydney, thence to Java, Hongkong, Japan, and back to starting point.



Dining saloon s.s. "Tasman" (Java-Australia Line).

Netherlands Shipping Union.

In order to promote harmonious working in the common interest, the three last named companies, "Nederland," Rotterdam Lloyd and Royal Packet Company have formed a combine known as the Netherlands Shipping Union (*Nederlandsche Scheepvaart Unie*). Its more immediate object is to issue its own shares in lieu of

40

those of the respective Companies, who, however, retain their individual management and organisation.

The Union represents therefore a combined fleet of 164 vessels aggregating 594,444 tons gross.



Smoking saloon s.s. "Tasman" (Java-Australia Line).

Royal Netherlands Steamship Company Amsterdam.

Established 1856.

This Company maintains the following regular cargo services from Amsterdam: —

- Twice weekly* to Hamburg;
- Weekly* to Copenhagen, Dantzig, Königsberg, Stettin and Petrograd (St. Petersburg);
- Fortnightly* to Bordeaux;
- Weekly* to Portugal and Spain (Lisbon, Gibraltar, Malaga, Cartagena, Alicante, Barcelona, Tarragona and Valencia);
- Weekly* to Italy (Genoa, Savona, Leghorn, Naples, Catania, Messina and Palermo);
- Fortnightly* to Alexandria (Egypt);
- d* to Smyrna via Malta, Patras and Pyraeus (Athens);

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Fortnightly to Alexandria (Egypt);

d to Smyrna via Malta, Patras and Pyraeus (Athens);

Fortnightly to Odessa, via Algiers, Salonica, Constantinople, Bourgas and Varna.

Several of these services have of course been temporarily suspended owing to the war.

The Company's fleet consists of 50 steamers, aggregating 132,400 tons gross.

**Royal Netherlands
West India Mail
Amsterdam.**

Established 1882.

Since 1912, this Company has been amalgamated with the Royal Netherlands Steamship Company, although it has retained its name and separate management. As the name implies, the company operates in the Netherlands West Indies, and maintains a fortnightly mail-, passenger- and cargo-service (under contract with the Netherlands Government) from Amsterdam to Paramaribo (Surinam) and thence to New-York via Demarara, Trinidad, Carupano, Cumana, Guanta, La Guayra, Puerto Cabello, Curaçao, Jachmel-aux-Cayes, Jeremie, Petit Goave, Port au Prince, St. Marc and Gonalves. The return voyage follows the same route, with Havre as an additional port of call.

NEW SERVICE TO COLON.

In view of the opening of the Panama Canal, the Company will shortly establish a new threeweekly mail-, passenger- and cargo-service from Amsterdam to Colon calling at Barbados, Trinidad, La Guaira, Curaçao, Puerto Colombia, and Cartagena. On the return voyage Barbados is omitted, while additional calls are made at Puerto Cabello and Havre. For this service three splendid new steamers of 5,500 tons each have been built, named "Venezuela," "Colombia" and "Ecuador."

Including these new vessels, the Company now owns 13 steamers aggregating 42,712 tons gross.

**Royal Holland
Lloyd.
Amsterdam.**

Established in 1900 as "*South-America Line*"; — reconstructed in 1908 under its present name.

The Company maintains the following regular services, under contract with the Netherlands Government: —

1. *Fortnightly mail-service* from Amsterdam via Dover, Boulogne s/Mer, La Coruna, Vigo and Lisbon to Rio de Janeiro, Santos, Montevideo and Buenos Ayres;



Social Saloon, s.s. "Gelria" (Royal Holland Lloyd).

2. *Cargo-service* via Leixoes and Lisbon to Pernambuco, Bahia, Rio de Janeiro and Santos;

3. *Cargo-service* via Vigo to Montevideo and Buenos Ayres, with transhipment for Rosario.

In spite of its comparatively short existence, and keen opposition of rival companies of various nationalities, the company has acquired an important place in the South-American trade, and its mail-steamers, especially the two latest ones ("Gelria" and "Tubantia") have gained a magnificent reputation for their splendour, luxury and exceptional comfort. They compare favorably with any other steamers trading on this route and are favored alike by the wealthy traveller and the modest third class passenger.

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The Company's fleet consists today of
 5 mail-steamers aggregating 51.295 tons.
 9 cargo- " " 39.944 "

Java-China-Japan Established 1902.

Line.
Amsterdam-
Hongkong.

This Company reflects in its remarkable progress, the general prosperity and commercial activity of the Far East of the last decade. From three modest steamers of 3.800 tons each, the Company's fleet has grown in these few years to ten vessels, aggregating 53.400 tons gross, by means of which the following regular services are maintained:—

1. *Java-Japan Line*: From Batavia via Cheribon, Samarang, Sourabaya and Macassar to Hongkong, Yokohama, Kobe and Moji, returning to Java via Hongkong.

2. *Java-China Line*: From Sourabaya via Samarang, Cheribon and Batavia to Hongkong, Swatow, Amoy and Shanghai, returning to Java via Amoy, Swatow and Hongkong.

3. *Java-Saigon Line*: From Java to Saigon and vice versa.

The steamers of this Company, though primarily intended for cargo, have limited but excellent accommodation for passengers.

Holland Steamship
Company.
Amsterdam.

Established 1885.

Regular services between Amsterdam and London, Hull and Scotland, also to Plymouth, Bristol and Fowey. The Fleet consists of eleven steamers, aggregating 16.452 tons gross.

Wm. H. Müller & Co.
Rotterdam.

This well known firm occupies a somewhat unique position amongst Netherlands shipowners, in as much as it combines its shipping business with an extensive, almost worldwide, general trade, more especially in ores and minerals, cereals, wool, timber, etc. The firm has

its own branch offices in all the more important trade centres of Western Europe, Russia, Egypt and the Mediterranean, Turkey, Rumania and South America.

Messrs. MÜLLER & Co.'s shipping department comprises the *Batavier Line* (daily passenger- and cargo service between Rotterdam and London) with four steamers of about 1.500 tons each; also regular cargo services to Hamburg, Aberdeen, Middlesbro', Bilbao, Santander and Passages; while special ore-ships are employed in connection with the firm's mining interests in Sweden, Spain and Russia. Altogether, eleven steamers aggregating 27.483 tons are employed in these trades.

Netherlands Indian
Tanks S.S. Co.

As the name implies, this company restricts itself solely to the carrying of oil and oil-products in tanksteamers in connection with the Royal Dutch Oil Company's business.

American Petroleum
Company.

Closely connected with the Standard Oil Company of N.Y. whose continental business it partly conducts, by means of a fleet of 9 tanksteamers.

Furness' Shipping
and Agency Co.
Rotterdam.

Cargo services to India and the Far East, also South and North America. This company was only established in 1911 but has been rapidly extending its fleet which now consists of 14 steamers aggregating 46.555 tons gross.

Van Nievelt,
Goudriaan & Co.
Rotterdam.

Established 1905. The company owns 10 steamers while 5 more are building, upon completion of which the aggregate gross tonnage will amount to 45.286 tons. During the summer months, this fleet is chiefly engaged in the Baltic and White Sea timber trades, while during the remainder of the year employment is found in the American, Eastern and Mediterranean trades.

**Shipping
and Coal Co.
Rotterdam.**

This Company, working in conjunction with the Netherlands Lloyd Co., owns a fleet of 13 colliers and cargo-vessels, in addition to which there are 4 building. Apart from a weekly cargo service between Harlingen (Friesland) and Goole, practically the whole of the Company's business is connected with the English and continental coal trade. Several of its steamers also carry timber from the Baltic.

**Zeeland S. N. Co.
Flushing.**

Established 1875.
Daily mail- and passenger-services under contract with the Netherlands Government between Flushing and London via Folkestone and Queensboro', in conjunction with the South Eastern and Chatham Railway Co., and with the Netherlands State Railways. The steamers employed in these services count amongst the finest crossing the English Channel, and have excellent railway connection from Flushing to all parts of the Continent.

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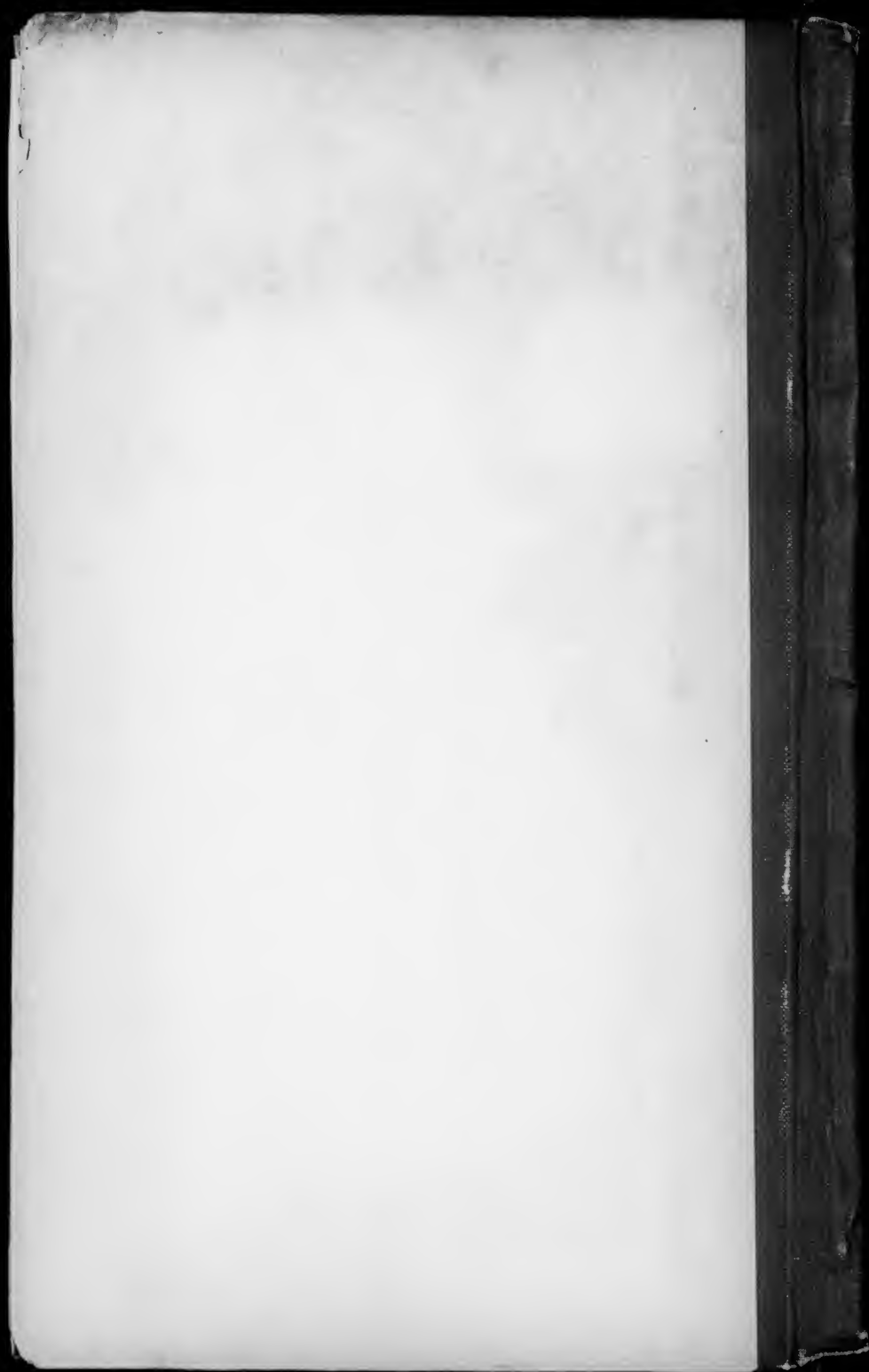


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